

Claims:

1. An internal link for aircraft having at least a first pylon which is intended for a load
5 and provided with signal cabling, intended for e.g. countermeasure pods, and power
supply, and at least a second pylon which is intended for a load and provided with
power supply but which has no corresponding signal cabling, c h a r a c -
t e r i s e d by first signal conversion equipment in connection with the first pylon,
10 said signal conversion equipment being connected to said signal cabling and con-
verting signals therefrom into electromagnetic signals (12) intended to be sent
through an antenna (3, 4) to the surroundings and vice versa, said electromagnetic
signals having a frequency causing the signals to be rapidly attenuated in air, further
characterised by an antenna (3, 4) for narrow beam transmission of the electromag-
15 netic signals to and reception thereof from said second pylon and second signal
conversion equipment in connection with the second pylon of a type equivalent to
the first signal conversion equipment, whereby the second signal conversion equip-
ment on an output has the same signal as the cabling adjacent to the first pylon,
thus making it possible to use also the second pylon for loads requiring signal
20 cabling.
2. An internal link for aircraft as claimed in claim 1, c h a r a c t e r -
i s e d in that the first signal conversion equipment is incorporated in the load
which simultaneously is adapted to perform a main task, for instance as counter-
25 measure pod.
3. An internal link for aircraft as claimed in claim 1 or 2, c h a r a c t e r -
i s e d in that the signal frequency in air is higher than 58 GHz.
4. An internal link for aircraft as claimed in claim 3, c h a r a c t e r -
30 i s e d in that the signal frequency in air is $77 \text{ GHz} \pm 5 \text{ GHz}$.